

Per doz. Per bot.

Timber.—The has undoubtedly vancement of the forests, which the two steamers making month taking full cargo has lately been also supplied the cargoes of sleep large saw-mills the neighbour to say that our Philippines are also, there are are turning of sleepers.

The steamers with China and the Philippines, who our territory arrived in North in January. Court that, in Chinese immigr increase as the

You are prob is taxed in C Australia and countries where Mexico, Malay the Malay are lately been so like to mentio Chinese to be object to the Christiana miss his converts, a to leave China is cheap land, work on his own able to offer. Chinese can do. annually reasonable exp to North B investment.

coolies is abo introduce Chin difficulty and

The prosper introduction of the low price land.

The plantin Kudat was la sawyers. Att near Kudat, their huts, and their plantin cultivation of by the low price coconuts are Chinese have both at Kud cultivation in Borneo, and Europeans already exten and promise to

At Sandak extraction of grove, which to be a very y. We have abo assuming the mangrove, the allowing two which is suffi of mangrove in England c extract annu quality are g

Tobacco.—bacco which cigars is ab £40 a bale. Borneo has years, and The best re by the Neve On an exp received in what the cr

Minerals.—known to o the alluvial the Segam attractive o were wash Darvel Bay those days Saravak Bay, the provisions profitable Saravak is worked make a liv the comfort wives and Chinese those who had plang Bay.

Coal is and their located, an in the vic coast, and steam will at Nalaye imperian influenti a large a prospect out a n explore of finding 250 per ce

John Ca

insert the following
the Governor Sir
J.M.G. to Mr. Fox,
and the others from
Relief Commission, to

show: Please wire to
Hongkong for consul-
at where the gentleman
dies to assist in dis-

"Nanning, 4th May.
Arrived Nanning;
at night morning of
at day return by river
receive further tele-
famine extends to East
not suppose that Hong-
to relieve those districts
amount of food, low
at West River, what
and cost at which rice is
and. Am staying with
Alliance Mission. Have
and Magistrate, who are
of relief. Wire details
to-morrow. The only
eaten is Kweichow. All
is supplied with rice."

"Nanning, 6th May.
Have consulted officials
a number of persons in
Nanning City at 25,000
at 48,000. Free distri-
of rice of cheap rice have
from the 12th of February
their rice supply will only
on days. Recommend
distribution of rice
cheap rice in Nanning
of Tam Fa dis-
July. Estimate total
aired at 13,300 piculs.
any that relief should
transport from Kwangtung
rice, and unless rice
supply is exhausted the
distress and suffering con-
Nanning and surrounding
advise co-operation of
with Committee formed
in Langchow, in Taipei,
Langchow and Pasi is
Je. In these places rice
is scarce and many are
The present cost of rice
x tails per picul. The
to the officials and gen-
out of the local funds
and no funds from local
sources."

FIRE CASE.

IN MANILA.
The fire has already im-
agined was given in the
Zafra was to Manila stating
in favour of the defendant
imaginative writer, in the
what purports to be
in the evidence, from
following extracts:—
it was alleged the money
evidence and they showed
tampered with previous
opened by the agents
city." Again—
company showed that the
opened or even tampered
was intact at the time they
the agents of the Chinese
that if they were em-
either before the vessel
or by the agents that
in this city."

we aware, the money was
put into one box, and that
never it contained could not
shipper's agents applied

TIED CHALLENGE.

—About two years ago I
one paper about Bentley's
scrap. At the last
City Hall I heard Bentley
to the Frost, the Canadian,
to take all. Now that
my eye, I understand, with
he cannot get his match,
"scrap" up to Tuesday.

MER MOVEMENTS.

er Oceanic, with the next
Singapore on the 10th inst.
at via Saigon.
er Galle, with mails, etc.,
his port on the 9th inst. at

er Hongkong Mail, with
Francisco to the 22nd ult.
ave Yokohama for this port
land Sea.
er Athenian arrived at
on the 9th inst., and left
day for Kobe, where she
5 a.m. yesterday.

er Tortar arrived at Naga-
on the 11th inst., and left again
for Kobe, where she is due
5 a.m. today.
er Nankin left Singapore
on the 10th inst., at 5 p.m.
steamer Badsworth left
at 11 a.m., and is due here
today.
er Alcinous left Singapore
is due here on the 14th inst.
er Rosetta left Manila
and is expected here to-
day.
er Tadavara left Mojito
on the 11th inst., and may be expected
here to-morrow, at 8 a.m.

NORTH BORNEO.

PAPER BY MR. HENRY WALKER.
(Continued.)

Timber.—The timber trade of North Borneo has undoubtedly been very beneficial in the advancement of the country. We have immense forests, which led to a trade with China, and two steamers of about 1,500 tons have been making monthly trips to Hongkong since 1896, taking full cargoes of timber, and a third steamer has lately been engaged in this trade. We have also supplied the Manila Railway with several cargoes of sleepers. At Sandakan there are two large saw-mills, which supply sawn timber to the neighbouring Dutch Islands, and I am glad to say that our American neighbours in the Philippines are also good customers. At Kudat, also, there are very extensive saw-mills, which are turning out excellent planks and railway sleepers.

The steamers engaged in the timber trade with China bring Chinese, Japanese, and Filipinos, who desire to work or to settle in our territory. In December, 300 Chinese arrived in North Borneo, and 450 more came in January. The Governor has advised the Court that, in 1903, there will be a stream of Chinese immigration, which will, undoubtedly, increase as the years roll on.

You are probably aware that the Chinaman is taxed in Canada, and he is excluded from Australia and the United States. The only countries where he is freely admitted are Mexico, Malay Peninsula, and the islands in the Malay archipelago. Chinese labour has lately been so much referred to that I should like to mention that it is not easy to induce Chinese to leave China. The Mandarins object to the taxpayer leaving China, the Christian missionary in China objects to losing his converts, and the Chinaman does not wish to leave China. The only practical inducement is cheap land, and the knowledge that he can work on his own account—both of which we are able to offer. I may mention that an able-bodied Chinaman contributes, indirectly, fully over 20 dol. annually to the revenue, so that any reasonable expense incurred in bringing Chinese to North Borneo is a decidedly profitable investment. The cost of introducing Indian coolies is about 60 dol., and we find we can introduce Chinese settlers and coolies with less difficulty and less cost.

The prosperity of Kudat I attribute to the introduction of Chinese settlers in 1893, and to the low price charged, in the first instance, for land.

The planting of coffee and coconuts near Kudat was largely due to the Chinese hand sawyers. Attended at first by the timber near Kudat, they made vegetable gardens round their huts, and the richness of the soil led to their planting coffee and coconuts. The cultivation of coffee has received a severe check by the low prices ruling for some years, but coconuts are sufficiently remunerative, and the Chinese have lately begun to make coconut oil both at Kudat and at Sandakan. Coconut cultivation is rapidly increasing in North Borneo, and is taken up by natives, Chinese, and Europeans. At Tawau, the coconut palms already extend three miles along the sea front, and promise to be exceedingly remunerative.

At Sandakan, a company is engaged in the extraction of a dye from the bark of the mangrove, which also yields tannin. This promises to be a very large business in North Borneo. We have about 1,000 miles of sea frontier, and assuming that only 500 miles is edged with mangrove, there is room for twenty-five mills, allowing twenty miles of mangrove to each mill, which is sufficient to ensure a personal supply of mangrove bark. I am told that the tanners in England could use 100,000 tons of mangrove extract annually, provided quantity and even quality are guaranteed.

Tobacco.—The annual exports of estate tobacco which is almost entirely used for covering cigars is about 20,000 bales, valued at £10 to £40 a bale. The tobacco industry in North Borneo has been a prosperous one for some years, and we hope to see it greatly extended. The best result for the 1901 crops was obtained by the New Darvel Bay Tobacco Company. On an expenditure of about £26,000 they received in Amsterdam £72,000, or about double what the crop cost them to grow.

Minerals.—Gold and coal have long been known to exist in North Borneo. At one time the alluvial goldfield round Darvel Bay and on the Segama River seemed likely to be an attractive one, and in 1888 nearly 100 Chinese were washing for gold on what is now the Darvel Bay Company's Tobacco State, but in those days we had no regular steamer to Darvel Bay, the miners had to pay heavy prices for provisions, and what I believe may yet be a profitable goldfield ceased to be worked. In Saravak and in Dutch Borneo, the alluvial gold is worked by Chinese settlers. These people make a living by agriculture, and they have all the comforts afforded by the presence of their wives and families. I believe that, had our Chinese gold workers had similar facilities as those in Dutch Borneo, we should, to-day, have had a large gold-working population in Darvel Bay.

Coal is being prospected for by a syndicate, and their engineer, Mr. Phillips, has lately located, and traced for a mile, a three-foot seam in the vicinity of Cowie Harbour, on the east coast, and it is confidently anticipated that this seam will shortly be worked. Coal also exists at Nalayan, near the railway. In 1902, a very important mineral concession was granted to an influential syndicate on the understanding that a large sum of money is to be spent annually on prospecting. This syndicate has lately sent out a number of experienced prospectors to explore our territory, and offered a reward for finding minerals. A lode of manganese, yielding 56 per cent. of the pure ore, was lately found by Mr. John Cameron on the Borneo Coffee Company's

estate in Marudu Bay. This valuable find together with the fact that both coal and iron ore are known to exist in Borneo in large quantities, points to the possibility of North Borneo becoming a steel-producing country. Copper and antimony are both believed to exist in North Borneo. Platinum is found in small quantities in conjunction with the alluvial gold in the Segama River. Mineral oil oozes out in various places, notably in the Segama River, at the extreme north of the territory, and in the Klias peninsula. From this you may gather there are great possibilities for the prospector in North Borneo.

Religion and Education.—With regard to religion and education, the Roman Catholics were the first to send a priest to North Borneo. In 1881, the year of our charter, the present Pope, Leo XIII, requested the Rev. Father Jackson to report what could be done to introduce religion and civilisation among the natives of Borneo, and missions have since been established on three rivers on the west coast under priests, who impart knowledge to the natives in their own language. At Sandakan, on the east coast, large schools for boys and girls have been established under the charge of two priests and four nuns, where education is imparted in English.

The Society for the Propagation of the Gospel sent the Rev. W. H. Elliot to North Borneo in 1888, who has established schools and churches in Sandakan, Kudat, and Labuan. At Kudat, the Rev. Mr. Richards holds a service in Chinese for the benefit of about 700 Chinese, who, before emigrating to Borneo, were converted to Christianity by the Geneva Mission of Hongkong.

Sandakan is the capital of British North Borneo. When Mr. Pryer, the first resident, went to Sandakan Bay in 1878, the town consisted of seven or eight huts, and was situated in an obscure corner fifteen miles up the Bay. A few months later it was burnt down, and Mr. Pryer selected the present site, near the entrance of the Bay. It is somewhat difficult to realise the change that has taken place. In 1882 there was a small land boom at Sandakan and on the east coast, which continued into 1883. Chinese were coming in hundreds every month. Ships sprang up rapidly, and, when I arrived on the scene in 1883, I found an extraordinary collection of houses, and a very busy town.

In 1885, a fire was caused by a Chinaman roasting a pig, and the whole of the Chinese quarter was destroyed. The town was rapidly rebuilt on an approved plan. The houses you see are chiefly of wood with iron roofs, and many of them built over the water; but reconstruction is going on; the ground is being raised, and brick houses are being built.

In 1888 we had a bigger land boom, brought about by tobacco planters. The land office sold over half a million acres, and the cash received by the land office in three years—1888, 1889, and 1900—amounted to £117,000 sterling, or say, £39,000 a year. I am glad to mention these two land booms, because it affords an idea of what is possible in the future.

I say it is difficult to realise the change that has taken place at Sandakan since Mr. Pryer selected this site for the town. The first Governor, Mr. W. H. Treacher, told me that he visited Sandakan Bay, in 1872, in H.M.S. "Modeste," and as they returned down the Bay, the commander fired two shells at a white cliff in the jungle. In 1885, when we levelled the top of the cliff, on which the Government offices are built, we found a seven-inch shell. That will give you some idea of the change effected since 1881. We have replaced the jungle by a town. The revenue of Sandakan, in 1881, was 20,000 dol., and last year's estimate was 367,000 dol., or eighteen times increase.

The site for the town of Kudat was selected on account of its excellent harbour. Like Sandakan it was uninhabited, and the land was covered with jungle. The timber was valuable, and shortly after my arrival at Kudat in 1883, where I took charge of the public works department, I obtained permission from the Governor, Mr. Treacher, to spend a hundred pounds on an experimental shipment of timber to Hongkong, which, I am glad to say, helped to pave the way to our present timber trade. It will interest you to hear that one tree measured before it was cut into convenient lengths about one hundred and eighty feet from the ground to the topmost branch.

The population of Kudat (about 1,500 souls) is included by the last census in Marudu Bay, where the population is 16,316. The revenue of the Kudat district in 1881 was 14,000 dol., and last year's estimate was 154,000 dol.

There are five large tobacco estates near Kudat besides coffee and coconut plantations. Kudat was cut out of the jungle by Mr. Alfred Everett. While so employed, it was arranged that a steamer should call periodically with food supplies. Some hitch occurred, and on one occasion Mr. Everett and all his coolies were without food, and were actually leaving the new township, when they saw a steamer approaching. I have known Sandakan in former days almost at famine prices, and, looking back, I think a great deal of credit is due to the administration in North Borneo that so many stations should have been opened with so few exciting incidents on our roads.

The importance attached to Jesselton by the Court of Directors may be gathered from the suggestion, already made, to remove the administration from Sandakan to Jesselton. I first landed at Jesselton in the beginning of the year 1900 to lay out the new town. At that time there was only one native hut on the plain, which was then used as a grazing ground. A great change has since been made. This is entirely due to the railway, which now runs from the wharf at Jesselton through a fairly populous district for 57 miles, to Beaufort, thence to Beyoh 21 miles, and is being continued to Fort Birch, in the interior, another 12 miles, say 50 miles without a break, to which must

be added the connecting line, 20 miles, from Beaufort to Port Weston, in Brunel Bay, which has been working for two years.

The harbour of Gaya, in which Jesselton is situated, has long been looked upon as an important one by His Majesty's Government. It has been recommended by those best qualified to give an opinion as a naval station and as a base to command the China sea, and it would be a convenient port of refuge in war time for English shipping.

The railway is now an additional reason, as it could bring down large supplies of catfish and food from the fertile districts of the Padus and from the villages along the railway.

The revenue of Jesselton is rapidly increasing. This is to be expected from the opening up of the country by the railway, which is giving a great impetus to trade and agriculture. Hitherto the shopkeepers in the villages along the line of the railway obtained their supplies from Labuan by small trading vessels. They now find they can get supplies direct from Singapore to the railway terminus at Jesselton without the expensive transshipment at Labuan, or the dangerous transport in small craft from Labuan, which was formerly necessary. To the Administration, this concentration of trade at one port, which is entirely due to the railway, is of the very greatest importance, as it facilitates the collection of Customs and prevents smuggling.

At the back of Jesselton, and within say three miles, the coast range of hills begin to rise, culminating in the great mountain Kinabalu, 13,700 feet high. Apart from their picturesque grandeur, these mountains afford great possibilities for tea planting and for other products. Some of the natives who live on the slopes of Kinabalu raise a very good tobacco, which is exported to Brunei to the value of some 6,000 dol. yearly. The present export is very small, but cultivation of my kind has always been carried on by the natives of the interior under very adverse circumstances. This tobacco is cultivated at a distance of two days' journey from the coast, and it has to be carried by the natives, on their backs, through the jungle. These interior natives also raise a very good rice, but they have had no incentive to grow more than they could eat, owing to the want of roads and means of transport. This is now receiving attention, and we may shortly see a great increase in the export of native-grown produce.

PARA RUBBER IN SANDAKAN BAY.
There is an estate on the Segama River in Sandakan Bay, planted by the North Borneo Trading Company in 1898. In May, 1901, the age of the oldest trees was a little over two years and half. The girls of the oldest trees, three feet above the ground, averaged about seven and a half inches, and the height, 20 to 25 feet. I did not see a single sickly tree. These trees were grown from imported plants, and they then numbered 30,000 trees.

The indigenous rubber and gutta of North Borneo are of importance. On the Telokuan River, a tributary of the Padus, in the far interior, the natives cultivate a rubber-yielding creeper called *Manegia*. I am told it grows to a very large size, and yields a considerable quantity of rubber annually. The rubber growing in the forests round Sandakan Bay is well-known as *Diopis* or *Palaquium longifolium*. It is valued at over five shillings a pound. A company has lately been formed to plant this and other guttas, also rubber, in North Borneo.

I have now concluded my paper on British North Borneo. I have tried to give you an idea of the country as it now is under the rule of the chartered company. We have done good by our administration. How much has been done in the last 22 years is difficult to explain, but 60 years ago a forest was made by Captain the Hon. H. Keppel, whom you all know as the first of the First, in his report on his expedition to Borneo in H.M.S. *Dido*, sixty years ago, which I will read, as it helps me to explain what the chartered company is striving to achieve.

"Should so fortunate occurrences ever fall to the lot of Borneo—should a strong and wise Government ever be established on her shores; a Government that will religiously respect property, and secure to industry the fruits of her labour; that will, by a wise system of laws, protect the peaceable and punish the violator of the laws of a well-organized society; that will direct the industry of the people to useful purposes, and check their propensities to idleness and plunder—such a Government, in a short series of years, would behold, in a magic, a paradise built from her wilds, see cultivation smile upon her jungles, and hail a vast and increasing population, blessing the hand that awoke them to life, to happiness, and to prosperity."

(Continued.)

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MAY.

Below overflow. Below overflow.

Tytan 86 ft. 11 in. 45 ft. 9 in.
Pokfulam 42 ft. 0 in. 29 ft. 0 in.
Wongneicheung 43 ft. 1 1/2 in. 28 ft. 9 1/2 in.

STORAGE GALLONS.

Tytan 8,230,000 104,120,000
Pokfulam 829,000 9,600,000
Wongneicheung 829,000 434,600

Total 9,170,000 115,540,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

Consumption ... 39,146,000 67,969,000 gallons
Estimated population ... 23,500 218,400

Intermittent supply in force during April of both years. 10,115,000 gallons supplied from other sources than reservoirs during April, 1902, giving a supply of 823 gallons per head per day from all sources.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

Consumption ... 8,675,000 11,187,000 gallons
Estimated population ... 55,650 61,800

Consumption per head per day ... 48 61 gallons
The Government Analyst reports that the water is of excellent quality.
W. CHITHAM,
Water Authority.

MISCELLANEOUS NOTES AND NEWS.

U.S. STEEL CORPORATION.

The report of the United States Steel Corporation for the year ending December 31, 1902, shows that the net earnings of all the properties of the company were \$33,308,764 dol., of which \$24,774,389 dol. are devoted to the sinking funds of the bonds of subsidiary companies, depreciations, extinguishments, and improvements. This leaves a balance of \$8,534,374 dol., from which, after paying interest, dividends, and sinking funds of the corporation bonds, a surplus remains of \$4,253,657 dol. The total surplus is now \$7,374,497 dol.

THE LADY BARBISTER.

Like the advocates of Scotland a few years ago, the barristers of England are threatened with competition from the spindle side. A lady has sought admission into their ranks as a member of Gray's Inn. The Benchers of the four Inns are nothing if not gallant, and they are understood to be in favour of the lady, but regret that they cannot accept her as a student. Their spirit is willing, but the rules and regulations of their order have been framed entirely for the accommodation of male students. This was the position of the Scottish Law Faculty when a Miss Hall, having passed all the examinations, sought permission to practice at the Bar. In her case, however, there was not the preliminary difficulty of becoming a member of an Inn and, besides acquiring a knowledge of the law, assimilating a certain number of hall dinners. The question of admitting ladies to the membership of the Inns has already been academically considered and decided in their favour. But that is only a pious opinion, and no precedent can be found for putting it into practice.

BRITISH PARLIAMENT'S ATTITUDE TOWARDS MUSIC.

M.P.s should know their handiwork. It may be true, as Mr. Galloway complained in pleading for a national opera, that Parliament has given scant thought to music, but it is not quite correct to say that there is no record of music ever having been discussed in the House of Commons. It was only the other night, says the *London Chronicle*, that a Member of the House, who belonged to Lord Rosebery's Ministry, told us that to him "all music was detestable," and far back in the annals of Parliament is a record of a prohibition imposed upon "all persons called fiddlers or minstrels" from playing, fiddling, or making music in any inn, alehouse, or tavern. The fiddler whose love of music was stronger than his love for Cromwell's law was to be declared a rogue and vagabond. And have we not had, in our own time, debates upon music in public houses? Mr. Galloway's reproach however may do the House of Commons good, and now that we have a musical Prime Minister and a King who founded the Royal College of Music something may be done to develop the musical instinct within us. We have, at any rate, the consolation always with us that it was an Englishman who made the first piano.

FORTUNE-TELLING IN PARIS.

Fortune-telling is fast becoming a Parisian society craze. Certain coincidences of fulfilment have once more brought into notice the celebrated Madame de Thibet, who in a volume recently published predicted the burning of a theatre in a large French provincial town between March and June, a Paris theatre being also doomed. According to the prophetess, who has been admitted to several European Courts, the year 1903 is to be marked by untoward events. Political troubles, deaths of exalted personages and celebrated dramatic artists, Germany upheaved, another Northern Power on the brink of a financial volcano, and crucial negotiations between British and Russian diplomats are amongst the portentous announcements of the fashionable pythoness. Madame de Thibet declares that her science is not of the "determinist" order. She deduces the future from the hands of living personages who stand for certain collective social masses. She believes that apparently inevitable fatalities may be diverted by the exercise of a strong free will in the control of passions leading to suicide. The projects and intentions of destiny are not immutable, and the gift of spiritual discernment noticeable in the live Sibylline utterances of Paganism may be found in a far higher degree amongst the annals of wondering Christian saints.

MOTOR OMNIBUSES FOR LONDON.

Should the experiments to which the London General Omnibus Company is committed prove successful, the days of the London "bus" horse may be said to be numbered, and that patient and long-suffering animal will stand an excellent chance of being relegated to the Zoo or to the knacker's yard. It is the presence of the motor omnibus that bids fair to accomplish this change. According to a London contemporary the company has already ordered nine or ten of these modern vehicles for London passenger traffic. The first, which has been manufactured by the Fischer Motor Vehicle Company, of Hoboken, was to be set running at once, probably on the Kensington line. Others, built by various firms, will follow in due course. But the most important departure of all in connection with public locomotion is the contemplated abolition of horse, and the substitution of electric traction on all the company's omnibuses. Some of the best-known English and Continental manufacturers have been asked to supply samples of motors suitable for this purpose. The "conversion," it is stated, can be effected at a moderate cost, and without any very great structural alteration in the present type of London omnibus. Between 1,500 and 1,600 omnibuses will be fitted up in this way by the company should the series of experiments, which will be carried on during the next month or two, be satisfactory. The Fischer motor omnibus has been running in the streets of New York. It carries thirty passengers, and in appearance it resembles the present London type of vehicle, save that there is a canopy over the driver's seat.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS

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[38]

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TYRES AND BALL BEARINGS THROUGH-
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Intending purchasers are cordially invited to
visit our Stores and Workshop, 43 and 43A,
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MCKIRDY & CO.

Hongkong, 7th May, 1903. [a1335]

NOTICE.

WANG HING.

JEWELLER,
has REMOVED to No. 10, QUEEN'S ROAD
CENTRAL (opposite Messrs. KELLY and
WATSON) and has also kept his old Shop as a
Branch Establishment, named WANG HING &
CO.,
Hongkong, 23rd March, 1903. [472]

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A SMALL Collection of the Choicest Old
CHINESE PORCELAIN ENAMELS
and BRONZES.
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"KERAMOS,"
Care of Daily Press Office,
Hongkong, 4th April, 1903. [1064]

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Moderate Prices. It has been discovered that
some people have imitated the trade-mark and
name of our firm, so that our customers should
be very careful against buying inferior goods
bearing the imitations mentioned. 8, Sai On
Lane, Shek-Tong-Tsui, or enquire Joe Tek
Seng Hong, 18, Bonham Strand West,
Hongkong, 14th April, 1903. [1145]

MR. CHADWICK KEW

DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 14th March, 1903. [839]

FOR SALE.

ONE LARGE IRON SAFE, Size 5 ft.
10 in. high by 3 ft. 8 in. by 2 ft. 1 in., by
M. Wanner, Hamburg.
V. I. REMEDIOS.
Hongkong, 2nd May, 1903. [1826]

GESUCHT.

WIRD ein Deutscher als Vorwahr für
den deutschen Klub "Eintracht."
Gehaltsbedingungen nach Uebereinkunft.
Adresse:—
VORSTAND, KLUB-EINTRACHT,
Hongkong, 16th April, 1903. [1170]

HONGKONG ICE COMPANY, LIMITED.

FROM 1st MAY, until further notice, the
retail price of ICE will be TWO CENTS
PER POUND. Rates for One Ton and up-
wards, supplied to shipping direct from the
Works will remain as formerly.
Cold Storage rates on application.
W. M. FARLANE,
Manager.
Hongkong, 11th April, 1903. [1129]

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Llangollen, Aberystwyth, Towyn, Barmouth,
Dolgell, Harlech, Criccieth, Pwllheli,
Llandudno, Rhyl, Bettws-y-coed, Isle of
Wight, and Channel Islands should use
DARLINGTON'S HANDBOOKS. In each
is, THE HOTELS OF THE WORLD.
A Handbook to the leading Hotels throughout
the World.
LLANGOLLEN: DARLINGTON & CO.
LONDON: SIMPKIN & CO. [1177]



TELEPHONE No. 135.

OUR SPECIAL BLEND

SCOTCH WHISKY

"CLUB"

Per Doz. \$15

We have older and more expensive Whiskies

but we have no better VALUE than

"CLUB."

H. PRICE & CO.

12, QUEEN'S ROAD.

[41]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"VALETTA."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby notified that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex *ss. Roma*.
From Calcutta, ex *ss. Parmanatta*.
From Persian Gulf, ex *B. I. S. N.* and
B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th May, 1903.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.
THE N.D.L. Steamship

"STRASSBURG."
Captain Madsen, having arrived from the above
ports, Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned and to take im-
mediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
to-day, the 7th inst.

Any Cargo impeding the discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undischarged after 10th inst. will be subject to
rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 10th inst., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th May, 1903.

[178]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSEAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c.,
Glasgow and from Bordeaux &c.,
Canton and Ville de Marseille, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Tobacco and Valuable, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, to-day, the 5th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining undischarged
after 1st inst., at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th inst., or they will not be recognised.
All damaged packages will be examined on
Tuesday, the 12th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th May, 1903.

[2]

OCEAN STEAMSHIP COMPANY,

LIMITED.

AND

CHINA MUTUAL STEAM NAVA-

TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON"

are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at "consignees' risk." The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 a.m. on the 16th inst.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undischarged after the 16th inst. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 23rd
inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th May, 1903.

[16-12]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

WID. CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

11, Canton Road, 4th October, 1900.

[26]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

Repairs Promptly Attended to.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 13th March, 1903.

[3440]

R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP

DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-
ence.

Is also prepared to purchase and Postage

STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

[312]

PUBLIC COMPANIES

THE YANGTZE INSURANCE

ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS

DIVIDEND at the rate of Twenty per
Cent., being Twelve Dollars per Share,
on the Paid-up Capital of the above Association,
has been declared payable in Cash, at ex-
change 73, at THE CHARTERED BANK OF
INDIA, AUSTRALIA AND CHINA, ON THE
HONGKONG AND SHANGHAI BANKING
CORPORATION, Shanghai, on and after this date
to Shareholders of record on the 11th April,
1903.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary.

Shanghai, 22nd April, 1903. [1305]

HONGKONG STEAM WATER BOAT

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Six
per Cent. for the Half-year (from 1st
October, 1902 to 31st March, 1903) has been
declared.

DIVIDEND WARRANTS will be issued

on and after the 16th inst.

The TRANSFER BOOKS will be CLOSED

from the 13th to the 16th inst., both days
inclusive.

By Order,

CHAD. T. KEW,

Acting Manager.

Hongkong, 8th May, 1903. [1384]

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the above Company will be held at the
COMPANY'S OFFICE, No. 2, Connaught
Road, at Noon, on WEDNESDAY, the 20th
MAY, for the purpose of receiving the Report
of the Directors, with a Statement of Accounts
to 30th April, 1903.

The TRANSFER BOOKS of the Company

will be CLOSED from the 15th to the 20th

MAY, both days inclusive.

R. J. MACGOWAN,

Acting Secretary.

Hongkong, 9th May, 1903. [1385]

HONGKONG

BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European

taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHIEF & CO., Established 1859.

Ferry Household Requisites. Depot for

Rastman's Kodak Films and Accessories,
17a, Queen's Road Central.

CHONG LEE & CO., Furniture Store.

Established over 20 years. Importers and

Exporters of Furniture, Black-

wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 40

Watson's Building, Queen's Road. Also

at Shanghai, Manila, Pansan and Iloilo

PHOTOGRAPHER

M. NUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and

also colouring Photos and relief Photos.

Views of China and Manila. Work
done for Amateurs; No. 54, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE

Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,

Navy Contractors, Sailmakers, Provision

and Coal Merchants, Sole Agents for

Hartmann's Baking Powder, Genuine Com-

position Red Hand Brand.

BISMARCK & CO.,

Navy Contractors, Ship Chandlers,

Provision and Coal Merchants, Sail-

makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,

Shipchandlers, Sailmakers, Provisioners,

Coal Merchants, Hardware, Engineer

Tools, Brass and Iron Merchants
144, Des Vaux Road.

MORE & SEIMUND,

25 and 26, Connaught Road, Praya Central.

Shipchandlers, Sailmakers, Riggers

Commission Agents and General

Storekeepers. Sole Agents for

Shipowners' Composition ("Grip-
land Brand") and Blumfeldt
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,

14, Queen's Road Central. Repairs of

Watches and Clocks by competent

European experts at moderate rates

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

7, DES Vaux ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [79]

OREGON LUMBER.

The Undersigned, being closely connected

with the leading MILLS at PORT-

LAND AND PUGET SOUND, are always pre-
pared to book orders for any quantities at
LOWEST RATES. STEINSEN & CO.

Hongkong, 14th February, 1901. [58]

GERMAN FIRMS IN CHINA.

The U. S. Consul-General at Coburg sends
the following particulars to his Government
taken from a statement issued by the German
Department of the Interior. We take it from
the Journal of the American Asiatic Associa-
tion.

During the last four years, the German
commerce and capital engaged in China have
increased to quite an extraordinary extent.
This is particularly noticeable in Shanghai, the
emporium of Eastern Asiatic commerce. The
number of German firms there has risen from
forty-three to sixty-eight. The one German
bank in China (German-Asiatic Bank) has

raised its paid-up capital (Aktienkapital) from
Tls. 3,750,000 (\$1,248,750) to its charter limit
of Tls. 5,000,000 (\$2,665,000). In consequence
of the rising of the Boxers, the importation of
arms into China has been prohibited, so that
this remunerative branch of trade, which was to
a great extent in the hands of German houses,
has ceased almost entirely; otherwise, German
capital and business enterprise are still in-
terested in the same lines as in 1898.

With regard to the trade in Peking
(which is not open to foreign commerce)
there are two German concerns which do
a retail trade, their principal lines being
articles for daily use and provisions for the
foreigners in that city. A German post office
exists at Peking, and an agency of the German-
Asiatic Bank will be opened there in the near
future.

The following shows the number and impor-
tance of German firms in the various treaty
ports, German shipping, etc.:—

"Amoy has a German post office. There are
two firms, with a capital of about 300,000 marks
(\$1,400), engaged in industrial enterprises.

"Canton has a German post office. There
are twelve firms which do 50 per cent.—i.e., about
40,000,000 marks (\$9,200,000)—of the total im-
port trade of that port, and 75 per cent.—i.e., about
60,000,000 to 70,000,000 marks (\$14,280,000)
to 16,660,000—of the export trade. Thirty
German coasters and six German river boats
make their headquarters at this city; in the
city and neighbourhood four different German
missionary societies have erected main and
subordinate stations, with a total force of forty-
one missionaries.

"There is in Foochow one German firm with
substantial capital, the greater portion of which
is invested in the tea trade. German capital is
also interested in a factory where duck feathers
are cleaned, and in a large company. The
German marine service along the coast is ir-
regularly in 1901, two German coasters and nine
imperial mail steamers called at this port.

"Hankow has a German post office and tele-
phone system. There are nine German firms
and an agency of the German-Asiatic Bank.
The capital engaged in business amounts to
about 6,500,000 marks (\$1,547,000). The Ger-
man share of the export trade amounts to
about 12,000,000 marks (\$2,856,000), and of
the import trade to about 3,000,000 to
4,000,000 marks (\$714,000 to \$952,000). Four
million marks (\$952,000) are invested in the
coal mines of Pingsiang and 100,000 marks
(\$23,800) in alumina manufactures. Five
German steamers ply between Hankow and
Shanghai, one steamer between Hankow and
Tientsin, and one between Hankow and Swatow.

"Shanghai has a German post office. There
are sixty-eight German firms besides the
German-Asiatic Bank. The yearly turnover
amounting to 120,000,000 marks (\$28,560,000),
which is about 22 per cent. of the total trade
of this port. Two German limited companies,
controlling a capital of about 2,000,000 marks
(\$476,000) are engaged in silk and cotton
weaving. German capital participates in four
cotton spinning mills, with a total investment
of 9,900,000 marks (2,356,000); also in six silk
throwing manufactures; in three dockyards; in
a flour mill with a total capital of 6,000,000
marks (\$1,422,000); and in gas works with a
paid-up capital of 900,000 marks (\$214,200),
one-fifth of which belongs to Germans.

"German money is also invested in the
Hongkong and Shanghai Banking Corporation,
the Shanghai Land Investment Company, the
Shanghai Trust Company, the Shanghai
Cargo Boat Company and the Hongkong Wharf
Company to a total of about 8,142,000 marks
(\$1,937,700). Twenty-five German steamers do
a large carrying trade along the coast. Nine
imperial mail steamers, seven steamers of the
North-German Lloyd, seventeen boats of
Hamburg-American Line and six other German
steamers called in 1901 at this important port.
Forty-nine missionaries are active in Chekiang
and Kwangsi.

"Swatow has two German firms with con-
siderable means, about \$24,000 of which are
invested in a factory producing Sumatra oil.
Two German steamers ply between Hongkong,
Swatow and Del, and one between Swatow and
Hankow. Eighteen steamers of the North
German Lloyd's Orient Line, on their journey
to Bangkok and Singapore, and 152 other
German steamers called at this port in 1901.
There are sixteen missionaries.

"Tientsin has a German post office. There
are twenty-nine German firms and the Germa-

Asiatic Bank. The total capital invested in
business enterprise amounts to about 19,000,000
marks (\$4,522,000). Germany's share of the
total import business is 60 per cent. and of the
export 45 per cent. The German capital invest-
ed in the Kaiping mines amounts to about
810,000 marks (\$192,780). Four German
steamers, three of which belong to Hanan, of
Apenrade, and one to the Hamburg-American
Line, maintain a regular coasting service be-
tween Shanghai, Tientsin, Chefoo, and Tientsin.
In all, 123 steamers sailing under the German
flag have called at this port. Forty-six mis-
sionaries are stationed here.

"Chefoo has a German post office and tele-
phone service. Four German firms, with capital
of about 1,500,000 marks (\$357,000), do a yearly
business of 4,000,000 marks (\$1,071,000). A
regular service of mail steamers between
Shanghai, Tientsin, Chefoo, and Tientsin is
carried on by means of four German boats. In
1901, 238 German steamers called at this port.

NEW ARMY RIFLE.

Thousands of the new Army rifle are now
being produced at Enfield, and the Government
will shortly give contracts for its manufacture to
private firms. The whole of the Army, includ-
ing the Militia and Volunteers, will be gradually
supplied with the new weapon in place of the
present Lee-Enfield. The expenditure involved
in a general re-arming will be spread over a
number of years. It is estimated that the total
cost will eventually approach £3,000,000. The
Government have adopted the clip-
loading principle favoured by the Boers and
Continental Powers. The authorities, how-
ever, are not prepared to admit that acquaint-
ance with the Boer's Mauser rifle has taught
anything. The new rifle will be known officially
as the "modified Lee-Enfield."

It is regarded as an improvement on the
Mauser, but the fact that the clip-loading plan
has at last been adopted shows that the authori-
ties admit that the rifle used by us during the
war was inferior to that of our late enemies.
The magazine will be loaded from two chambers
of five cartridges each. To facilitate loading
the magazine will be somewhat deeper than in
the present rifle, and it is so designed that
before filling there will be no need to detach it.
The ten cartridges can be placed in the
magazine in two movements. The new weapon
will also be one pound lighter and fire inches
shorter than the present one. It will take the
place of the cavalry carbine, and will be the
chief arm of mounted as well as infantry troops.

SIXTY YEARS OF POPULARITY

is the record of Painkiller (Perry Davis'), but
the shops are full of imitations made to sell
upon the great reputation of the genuine; be-
cautions, therefore, when you ask for a bottle
to see that you get the genuine. An unfailing
remedy for coughs, colds, bronchitis. (238-10)

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.

Sole Agents for China.

Hongkong, 1st July, 1902.

ON SALE.

THE CHRONICLE

CHINA, JAPAN, CORREA, INDO-CHINA.

SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHER-

LANDS INDIA, PHILIP-

PINES, BORNEO, &c.,

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR

1903.

THE FORTY-FIRST ANNUAL ISSUE.

The CHRONICLE and DIRECTORY, al-

though printed in smaller type than formerly,
and condensed in every possible manner, con-
tains every year more pages.Retail Octavo—Complete with Fourteen Maps
and Plans, pp. 1,574, \$9.00. Directory only
pp. 1,179, \$5.00.

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have

been OPENED at No. 35, QUEEN'S

ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE "AMERICAN COMMERCIAL

COMPANY.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

SHIPPING.

ARRIVALS

CLEARANCES

str. for Whinnery

DEPARTURES

VESSELS IN DOC

ON DOCKS.—*Marlin*

VESSELS ON THE BERTH

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WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 9th May, 1903. [646

DOUGLAS STEAMSHIP COMPANY.

Princess' Buildings.
Hongkong, 11th May, 1903. [3

IMPERIAL GERMAN MAIL
LINE.

Hongkong, 11th May, 1903.

... ..

PROPOSED SAILINGS FROM HONGKONG--SUBJECT TO ALTERATION

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA
OF JAPAN, MOKU KORE AND YOKOHAMA FOR PORTLAND, OREGON

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

[illegible]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND THE

R.M.S. "EMPRESS OF JAPAN" ...	6,000 Tons.....	WEDNESDAY, 13th May
R.M.S. "ATHENIAN"	3,882 Tons.....	WEDNESDAY, 27th May
R.M.S. "EMPRESS OF CHINA" ...	6,000 Tons.....	WEDNESDAY, 3rd June

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 28th June
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 28th June

R.M.S. "TARTAR"	4,425 Tons.....	WEDNESDAY, 22nd Ju
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SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services and to **Passengers** on all lines. **Passengers** Booked through to all principal points and **AROUND THE WORLD**. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

Ministry, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its **PALATIAL STEAMSHIPS** second to none in the World, the **LUXURANCE OF ITS SERVICE**, and the **REPUTATION OF ITS COMPANY**.

NORDBEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Making Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN

LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

For Further Particulars, apply to **HAMBURG-AMERIKA LINIE,**

HONGKONG OFFICE,

COMMUNIST BUILDINGS, No. 1

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 11th May.	
GLASGOW and LIVERPOOL...	"ANTENOR"	On 14th May.	
GLASGOW and LIVERPOOL...	"PELEUS"	On 1st June.	
GLASGOW and LIVERPOOL...	"YANGTZE"	On 4th June.	
GLASGOW and LIVERPOOL...	"DOPACK"	On 9th June.	

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.	
LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May.	
LONDON	"PATROCLUS"	On 26th May.	
LONDON	"CALCHAS"	On 30th June.	
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 12th June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 7th July.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, and YOKOHAMA	"AJAX"	On 13th May.	
The S.S. "AJAX" left Singapore on the 6th inst., and is due here on the 11th inst. p.m.			
The S.S. "ACHILLES" from Seattle and Tacoma, left Moji at daylight on the 9th inst., and is expected here on the 13th inst.			
The S.S. "ALCINOUS" left Singapore on the 9th inst., and is due here on the 14th inst. p.m.			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO	DATE
"HUNAN"	On 12th May.	
"KANGSU"	On 13th May.	
"CHANGSHIA"	On 15th May.	
"KANGYANG"	On 16th May.	
"HANSHAN"	On 18th May.	
"SUNSHAN"	On 20th May.	
"TSINAN"	On 22nd May.	

Shipping Orders will be granted till Noon only on Monday, the 18th May. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 9th May, 1903. [12]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILL OF LADING ISSUED FOR BAHAMA, PERL, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"BENGAL"
Captain A. L. Valentin, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 23rd MAY, at Noon, taking passengers and cargo for the above ports.
8th and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
L. A. HEWITT, Superintendent.
Hongkong, 11th May, 1903. [1]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.
司公限有船輪華中
FOR MOJI, KOBE, MANZANILLO,
MEXICO AND SAN FRANCISCO.
THE Steamship
"LOTHIAN"
Captain Williamson, will be despatched for the above ports on THURSDAY, the 21st May, at Noon.
For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.
J. S. VAN BUREN, Superintendent.
Hongkong, 3rd April, 1903. [1318]

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
VICTORIA	J. Pantos	3,502	May 23rd
SHAWMUT	W. M. Smith	9,006	May 30th
OLYMPIA	J. Truobridge	2,837	June 24th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
[17]

AMERICAN AND ORIENTAL
TRANSPORT LINE.
STEAM FOR NEW YORK VIA SUEZ
CANAL.
THE Company's Steamship
"HEATHFORD"
will be despatched on or about 25th May.
For Freight, apply to
ARNOLD KARBURG & CO.,
General Eastern Agents for China.
Hongkong, 30th April, 1903. [1308]

NEITHER THE CAPTAIN, THE AGENTS, NOR
THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour:
CHITTOFORD, British 4-m. barque, Atkinson,
—Standard Oil Co.
DHAWAR, Swedish barque, A. P. Larsson,
—Jardine, Matheson & Co.
KENNEDY, British 4-m. barque, T. E. Barah,
—Standard Oil Co.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA
The Company's Steamship
"LAISANG"
Captain Courtney, will be despatched as above
on THURSDAY, the 14th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 7th May, 1903. [1373]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL
(With liberty to call at Philippine Ports)
Proposed sailings from Hongkong,
1903.
About 25th May.
"SAGAMI" 15th June.
"CHARLES TIBERGHIE" 10th July.
"MACQUE" 10th July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 12th May, 1903. [1125]

FOR SAMSHUI, VIA KONGMOON
AND KUMCHUK.
THE Steamship
"PAK KONG"
will be despatched for the above ports every
TUESDAY, THURSDAY and SATUR-
DAY, at 5 p.m. Ample accommodation for
European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD.,
15 and 16, Cross-street Road, Pray, West.
Hongkong, 6th May, 1903. [1353]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co's fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

CHINA NAVIGATION CO.,
LIMITED.
HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.
SINGLE, \$25; RETURN, \$40.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALED TABLE DUTY
QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 1st May, 1903. [280]

HONGKONG—MACAO LINE.
S.S. "WING CHAI"
Captain Samuel Bell Smith.
Daily Departure from Hongkong to
Macao at 8 a.m. from Macao to Hong-
kong at 2 p.m. Sunday included.
1st Class fare (including cabin and servant),
\$8; return ticket, \$15.
2nd Class, \$5; return ticket, \$8.50.
3rd Class, \$3.
Steering, \$5.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central
Market, at Macao, C. M. S. N. Company's
Wharf.
For Freight, &c., apply to —
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [649]

These tiny
Capsules —
superior
to Copalba,
Cubebbs, and
Injections — cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.
Each Capsule bears the same
SANTAL MIDY

LADIES
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
APPOINTE
Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny
royal.
CHAPOTEAUT, 3, r. Vivienne, Paris

After a Call
— when a woman has gone through an
afternoon of them — one is pretty well
worn out. Then's the time a woman
will enjoy a cool glass of
Rainier Beer
Every home should have a supply
on hand — always. Each member of
the family will attend to the disposing
of it with considerable pleasure.
A. S. WATSON & CO., LD.,
HONGKONG, AGENTS.
[1932-9]

BEYER, PEACOCK & CO.,
LIMITED.
Gorton Foundry, Manchester.
ESTABLISHED IN 1854.
LOCOMOTIVE ENGINES
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.
CRANE LOCOMOTIVES FOR
LIFTING and SHUNTING.
RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.
WHEEL and OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTTING, &c.
WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.
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EMERY GRINDING MACHINES
A SPECIALITY.
ALL TOOLS ELECTRICALLY
DRIVEN IF REQUIRED.
ALL PARTS OF THE ENGINES
AND MACHINE TOOLS ARE
MADE ACCURATELY TO
STANDARD GAUGES.

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YUEN CHONG BOOK STORE, Swatow;
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Messrs. H. BROW & CO., Tientsin;
Messrs. HODGE & CO., "Sooch'oo" Press, Seoul;
"NAGASAKI PRESS" OFFICE, Nagasaki;
"KOREA CHRONICLE" OFFICE, Kobe;
The "DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street,
Hongkong, 1st January, 1903.

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GENUINE NATURAL MINERAL WATER
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CELESTINS. Gout, Gravel, Diabetes
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COMPRIMES VICHY-ETAT
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A French Remedy for all irregularities. These pills
keep a box of pills in the house, as they are the
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will be administered. These pills are recommended by the
most eminent authorities. At all Chemists and Druggists, or
by direct order from the Proprietor, MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

SAVARESSE'S
SANDAL
CAPSULES
Not made of Gelatine, most efficacious, because
absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savarasse's.
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WEDNESDAY, 13th May.
WEDNESDAY, 27th May.
WEDNESDAY, 3rd June.
WEDNESDAY, 24th June.
WEDNESDAY, 15th July.
WEDNESDAY, 22nd July.
WEDNESDAY, 5th Aug.
WEDNESDAY, 12th Aug.
WEDNESDAY, 26th Aug.

HIPS of this Line pass through
the voyage YOKOHAMA
HONKONG (14 DAYS), saving
the connection at Vancouver
with the PACIFIC RAILWAY
TO THE ATLANTIC
Quebec, Halifax, New York and
to Britain and the Continent.

UND THE WORLD. Return
months.
Members of the Naval
Authorities in the Service of China and
Japan.

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LLOYD.
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M. ROTTERDAM, COFFENHAGEN,
BREITEN, GENOA, PORTS in the
SOUTH AMERICAN PORTS.

HONGKONG.
SAILING DATES
(1) On 14th May. Freight.
(2) On 21st May. Freight.
(3) On 28th May. Freight.
(4) On 16th June. Freight.
(5) On 23rd June. Freight.
(6) On 30th June. Freight.
(7) On 7th July. Freight.
(8) On 14th July. Freight.

AMERIKA LINIE
HONGKONG OFFICE,
BUILDINGS, No. 1.

